Box or Column	Sample Entry
Project Title- As shown on the Project Summary. Include Route number(s).	SR 9 176TH ST SE VIC TO SR 96 PAVING
ADT - Average Daily Traffic	24000
Work Order - Project Work Order number used for tracking.	XL 0123
Project Limits - MP to MP of work area evaluated.	MP 4.03 to MP 6.97
Posted Speed - See Route Log for legal posted speed of facility. This may need to be redescribed in the Item Description	55 MPH
Date - Date that Clear zone inventory was completed.	7/4/2012
# - A number for tracking if there are any questions.	1
MP or MP to MP - This can also be done by station. Location (single point) or range (like a barrier run) of the object in your clear zone.	MP 4.03 to MP 4.25 or A 1124+60 to A 1136+20 of MP 5.36
Distance from Edge of Traveled Way - See DM Chapter 1600 for the definition of traveled way. Keep in mind that auxiliary	For a two lane, two way highway your entry might be 14 Lt. For a divided highway with
lanes more than 400 feet in length generally act the same as general purpose lanes. Clarify if left, right or median.	something in the median it might be 6 Md.
Slope H:V - What slope are we working with? Is it a cut or fill? We need to be able to tell how the clear zone width was determined. This along with the posted speed information will help us get there. This can change dramatically along your corridor.	4:1 C or 2:1 F
Clear Zone Distance - This is the distance, in feet, for the clear zone you have determined using either the table from DM	21 (straight from Exhibit 1600-1) or 36 RAF (using the recovery area formula because
Exhibit 1600-1 or the Cases provided in Exhibits 1600-3 and 4. You can confirm which Case or if the Recovery Area Formula	the slope is shorter than 10 ft.)
(RAF) was used in this column also.	
Existing or New- This indicates whether we are working with an existing feature in an existing clear zone (E) or if the clear zone is proposed and the feature is new (N). If your clear zone is all new and everything in it is breakaway or mitigated you just need a sentence in your documentation stating this and no inventory is required.	E - would mean that the clear zone is existing, no widening or slope work was done. N - would mean that this is a newly calculated clearzone. Though in a rare case the clear zone could be changing because the speed limit has changed.
Item Description - If a barrier is the first item met in your clear zone and removal is not warranted then you do not need to describe all of the feature(s) beyond the barrier. Additional features that are break-away are considered to meet clear zone guidelines and do not need to be listed. Critical slope that are left exposed to the traveling public do need to be listed. Items outside your clear zone do not usually need to be listed unless you are considering action. Items in your clear zone that are not breakaway but meet the criteria noted in DM Section 1600.05 can be clarified in your inventory (i.e. signal poles, fire hydrants, etc.)	Mixed trees - 3" to 8 " in diameter or Barrier run
Corrective action, mitigation or explanation for not taking corrective action - The basic, Remove, Relocate, Reduce Impact (make breakaway) or Mitigate with barrier or an impact attenuator. If you can't do any of these explain why.	Removal - Trees are part of a sound buffer and are on a tanget. No related accident history or Barrier is warranted for critical slopes leading to river edge
Estimated Cost to Correct - This information helps to support why it is you are or are not taking action.	\$3000
Correction Planned? - Yes (Y) you are going to take steps to correct the situation. No (N) you plan to leave as is and will process the appropriate documentation. If you are dealing with Location 1 & 2 Utility Objects this may include forwarding a list to the Utilities Office for coordination per Control Zone Guidelines.	N - See deviation #1 or N - See barrier justification or Y

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Wor	k Order - c924	17	Project Lim	nits - Interstat	e 82 MP36	.82 to MP 38.50	Posted Speed - 25mph	Date - Nov 13	, 2020
	MP or MP to MP	Distance from Edge of Traveled Way	Slope H:V F- fill or	Clear Zone Distance	Existing or New		Corrective action, mitigation or explanation	Estimated Cost to	Correction Planned?
#	(or Stations)	(Lt., Rt. or Md.)	C - cut	Ft.	E/N	Item Description	for not taking corrective action	Correct	Y/N
1	C 81+50 to 90+26	13.25 ft LT reduced to 4 ft LT	10:1 F	10	New	Impact attenuator and concrete precast barrier.	None. Impact attenuator and concrete barrier are the mitigative efforts for this area.	N/A	N
2	C 81+00 to 93+11	10 RT	6:1 or flatter	10	E	Existing slope.	No mitigative action required. Slope is recoverable within the clear zone.	N/A	N

Work Order - c9247						Posted Speed - 55 mph reduced to 35mph at		
					82 to MP 38.50	aprrox sta 15+00	Date - Nov 13	
	Distance	-	Clear	Existing			Estimated	Correction
MP or	from Edge of	H:V	Zone	or			Cost	Planned?
MP to MP	Traveled Way	F- fill or	Distance	New		Corrective action, mitigation or explanation	to	
(or Stations)	(Lt., Rt. or Md.)	C - cut	Ft.	E/N	Item Description	for not taking corrective action	Correct	Y/N
L420+98 to A 19+84	8 RT		33.51	New	New beam guardrail and precast concrete barrier. Note the clearzone on the LT is all new and everything is it is breakaway or mitigated	None. The concrete barrier was installed at toe of slope to accommodate fill. The guardrail and concrete barrier are the mitigative action for clear zone issues in this area.	N/A	N/A
14+56 to A 22+45	4 LT		33.51	New	New beam guardrail and moment slab concrete barrier. Note the clearzone on the LT is all new and everything is it is breakaway or mitigated	See "Item Desription"	N/A	N/A
L	MP to MP (or Stations) 420+98 to A 19+84 14+56 to A	MP to MP (or Stations) 420+98 to A 19+84 14+56 to A Traveled Way (Lt., Rt. or Md.)	MP or MP to MP (or Stations) 420+98 to A 19+84 MP to MP (Lt., Rt. or Md.) 8 RT	MP or MP to MP (or Stations) from Edge of Traveled Way H:V Distance Zone Distance 420+98 to A 19+84 8 RT 33.51	MP or MP to MP (or Stations) from Edge of Traveled Way H:V F- fill or C - cut Zone Distance New 420+98 to A 19+84 8 RT 33.51 New	MP or MP to MP (or Stations) (It., Rt. or Md.) RT (It., Rt. or Md.) RE (It., Rt. or Md.) Rew beam guardrail and precast concrete barrier. Note the clearzone on the LT is all new and everything is it is breakaway or mitigated Rew beam guardrail and moment slab concrete barrier. New beam guardrail and moment slab concrete barrier.	MP to MP to MP (or Stations) (b) Traveled Way (or Stations) (c) C- cut (c) Ft. E/N (c) Item Description New Distance New (c) Item Description New Deam guardrail and precast concrete barrier. Note the clearzone on the LT is all new and everything is it is breakaway or mitigated New Description Corrective action, mitigation or explanation for not taking corrective action None. The concrete barrier was installed at toe of slope to accommodate fill. The guardrail and concrete barrier are the mitigative action for clear zone issues in this area. New beam guardrail and moment slab concrete barrier. Note the clearzone on the LT is all new and everything is it is breakaway or mitigated New beam guardrail and moment slab concrete barrier. Note the clearzone on the LT is all new and See "Item Description"	MP to MP to MP (or Stations) MP to MP (or Stations) (Lt., Rt. or Md.) (Lt., Rt.

	· · · · · · · · · · · · · · · · · · ·							Date - Nov 13, 2020	
	MP or MP to MP	Distance from Edge of Traveled Way	Slope H:V	Clear Zone Distance	Existing or New		Corrective action, mitigation or explanation	Estimated Cost to	Correction Planned?
#	(or Stations)	(Lt., Rt. or Md.)	C - cut	Ft.	E/N	Item Description	for not taking corrective action	Correct	Y/N
1	N 304+74 to 307+05	8 RT	4:1 F	37	New		ew beam guardrail is mitigative effort for the slope as well at the blunt end of the existing bridge barrier	N/A	N
2	307+05 to 310+01	8 RT	N/A	N/A	E	Existing concrete bridge barrier Ex	xisting bridge barrier is the mitigative effort	N/A	N
3	310+01 to 326+00	8 RT	N/A	N/A	New	New beam guardrail	ew guardrail replaced exising. Connects the existing bridge barrier at 310+01 to the existing guardrail at 326+00	N/A	N
4	303+00 to 306+31	4 LT	4:01	37	E	Existing Slope	No corrective action. Slope is recoverable	N/A	N

M Line (Existing Main Street)

Project Title - 182 South Union Gap - Construct Ramps

	k Order - c924	South Union Gap 17		•	e 82 MP36	.82 to MP 38.50	Posted Speed - 35 mph	Date - Nov 13, 2020	
	MP or MP to MP	Distance from Edge of Traveled Way	Slope H:V F- fill or	Clear Zone Distance	Existing or New		Corrective action, mitigation or explanation	Estimated Cost to	Correction Planned?
#	(or Stations)	(Lt., Rt. or Md.)	C - cut	Ft.	E/N	Item Description	for not taking corrective action	Correct	Y/N
1	50+10 to 53+53	4 RT	10:1 F	10	E	Existing slope	No action needed. Slope is recoverable.	N/A	N
2	53+53 to 56+55	4RT	N/A	N/A	New	New beam guardrail	No action needed. Beam guardrail is the mitigative effort required.	N/A	N
3	56+55 to 60+24	4RT	10:1 F	10	E	Existing slope	No action needed. Slope is recoverable.	N/A	N
4	58+57 to 63+80	8 LT	N/A	10	E	Existing Beam Guardrail from end of existing bridge barrier to approx sta 58+57	No action needed. Beam guardrail is the mitigative effort required.	N/A	N
5	58+57 to 58+00	8 LT	N/A	10	New	New beam guardrail connecting existing guardrail to new guardtail from the A line	No action needed. Beam guardrail is the mitigative effort required.	N/A	N
6	53+18 to 51+45	8 LT	10:1 F	10	E	Existing slope	No action needed. Slope is recoverable.	N/A	N

Work Order - c9247				e 82 MP36	.82 to MP 38.50	Posted Speed - 35 mph	Date - Nov 13, 2020		
	MP or	Distance from Edge of Traveled Way	Slope H:V F- fill or	Clear Zone Distance	Existing or New		Corrective action, mitigation or explanation	Estimated Cost to	Correction Planned?
#	(or Stations)	(Lt., Rt. or Md.)	C - cut	Ft.	E/N	Item Description	for not taking corrective action	Correct	Y/N
1	M 60+24.19 to X 308+61	8 RT	N/A	N/A	New	New beam guardrail and precast concrete barrier. Start of run is new and end of run connects to existing beam guardrail.	No action needed. Guardrail and barrier are required mitigative efforts.	N/A	N
2	300+50 to 304+86	4 RT	N/A	N/A	New	New beam guardrail.	No action needed. Guardrail is the required mitigative effort.	N/A	N
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CLEAR ZONE INVENTORY B Line (New bridge overpass and on ramp)

Project Title - 182 South Union Gap - Construct Ramps

Wor	Work Order - c9247		Project Lin	nits - Interstate	e 82 MP36	.82 to MP 38.50	Posted Speed - 35		Date - Nov 13, 2020	
	MP or MP to MP	Distance from Edge of Traveled Way	Slope H:V F- fill or	Clear Zone Distance	Existing or New		Corrective action, mitigation or explanation	Estimated Cost to	Correction Planned?	
#	(or Stations)	(Lt., Rt. or Md.)	C - cut	Ft.	E/N	Item Description	for not taking corrective action	Correct	Y/N	
1	202+70 to 216+93	4 LT	N/A	10	New	New beam guardrail and concrete bridge barrier.	No action needed. Guardrail and barrier are mitigative efforts required	N/A	N	
2	203+40 to 216+23	8 RT	N/A	10	New	New beam guardrail and concrete bridge barrier.	No action needed. Guardrail and barrier are mitigative efforts required	N/A	N	
3	216+23 to L 440+32	8 RT	6:1 F	10 to 23 feet	New	New sideslope adjacent to roadway	No action needed. Slope is recoverable.	N/A	N	
5	L 440+32 to 433+67	8RT	N/A	N/A	New	New beam guardrail	No action needed. Guardrail is mitigative efforts required	N/A	N	

ADT - Over 10,000

Work Order - c9247				e 82 MP36	.82 to MP 38.50	Posted Speed - 60 mph	Date - Nov 13		
#	MP or MP to MP (or Stations)	Distance from Edge of Traveled Way (Lt., Rt. or Md.)	Slope H:V F- fill or C - cut	Clear Zone Distance	Existing or New	Item Description	Corrective action, mitigation or explanation for not taking corrective action	Estimated Cost to Correct	Correction Planned?
1	EB L377+29 to 377+84	13 LT	10:1 F	N/A	New	Impact attenuator and guardrail for new VMS sign structure in median	No action needed. Attenuator and guardrail are the mitigative effort.	N/A	N
2	EB L378+71 to 418+29	19 LT	10:1 F	30	E	Cable rail in median	No action needed. Cable barrier not removed	N/A	N
3	EB L418+29 to 422+07	20 to 30	10:1 F	30	New	Precast barrier in median	No action needed. Barrier is the mitigative effort.	N/A	N
4	EB L421+75 to 437+51	8 to 30	10:1 F	30	New	Precast Barrier in median	No action needed. Barrier is the mitigative effort.	N/A	N
5	EB L436+70 to 447+99	9 to 30	10:1 F	31	New	Precast Barrier in median	No action needed. Barrier is the mitigative effort.	N/A	N
6	EB L447+99 to 451+49	18	10:1 F	30	E	Cable rail in median	No action needed. Cable barrier not removed	N/A	N
7	EB L428+00 to 430+00	10	6:1 F	30	E	Sideslope	No action needed. Slope is recoverable	N/A	N
8	EB L430+00 to 436+25	10	N/A	30	E	Beam Guardrail	No action needed. Guardrail is the mitigative effort	N/A	N
9	EB L436+25 to 441+00	10	6:1 F	30	E	Sideslope	No action needed. Slope is recoverable	N/A	N
10	WB L 450+00 to 444+00	10	6:1 F	30	E	Sideslope	No action needed. Slope is recoverable	N/A	N
11	444+50	20	6:1 C	30	New	New concrete barrier from B Line on ramp.	No action needed. Barrier itself is a mitigative effort. Barrier at the alignment meets taper requirements	N/A	N
12	434+61 to 422+70	10	10:1 F	30	E	Sideslope	No action needed. Slope is recoverable	N/A	N